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DRPT



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The smartest distance between two points.





**Virginia Department of Rail and Public Transportation.
The smartest distance between two points.**

How smart can rail and public transportation be?
Imagine Virginia without it.

If everyone in northern Virginia who normally rides the Metrorail had to drive their cars to work instead, the resulting traffic jam would stretch bumper-to-bumper from Washington, D.C. to North Carolina.

If everyone who carpools in Virginia drove alone, the added vehicles would create two lanes of parked traffic from Richmond to Orlando.

If companies couldn't ship by rail in Virginia, our highways would be packed with 38,000 additional tractor-trailers every day.

Make no mistake about it. Rail and public transportation in Virginia is important. Three of the 75 largest transit agencies in the country operate here. Metrorail is the nation's second most heavily-used rail transit system, with 143,500 daily riders in northern Virginia alone.



Public transit ridership has increased 20% over the last five years and shows no sign of letting up.

The Virginia Railway Express is one of the fastest-growing commuter rail services in America.

In all, more than 40 public transit agencies in Virginia operate 2,000 buses, vans, ferries and rail cars every day. Fifteen commuter assistance agencies promote carpools, vanpools, public transit, walking, biking and teleworking from home. All of them work hard to provide quality, safe, dependable, affordable transportation choices. And they look to the Virginia Department of Rail and Public Transportation for leadership, planning, technical expertise and advocacy as well as funding. Considering the growing demand for public transportation in the Commonwealth, we're only too happy to help.

Public transit ridership has increased 20% over the last five years and shows no sign of letting up. According to the 2000 Census, nearly 700,000 Virginians get to work in something other than their own cars.

For most of them, public transportation offers two main benefits: time and money. Those who commute daily



**For the disabled, the elderly
and the visually impaired,
public transportation is a life line.**



to work via bus, train or carpool save over \$5,000 a year in fuel, car maintenance and parking fees. Roughly a semester of tuition at a Virginia public university. And instead of sitting in traffic for up to 34 hours a year, they spend that time gardening, relaxing and playing with their children. It's like having an extra week's vacation.

For thousands of others, public transportation is their only choice. Just ask the riders of JAUNT in Charlottesville. More than half of them couldn't get to work, to school, to the doctor or to market without a JAUNT bus. And for the disabled, the elderly and the visually impaired, public transportation is a life line. One that's available in almost every Farmville, Wytheville, Harrisonburg and Blacksburg in Virginia.

Public transportation riders aren't the only beneficiaries. Every commuter rail car removes up to 200 cars from traffic congestion; every bus removes up to 60; every van, up to 14. And when cars stay off the road, their pollutants stay out of the air. In Virginia, our lungs are spared from 2.5 million pounds of hydrocarbons and 3.1 million pounds of nitrogen oxides because of public transit.

As important as that is, rail and public transportation delivers an even bigger benefit: jobs. Since 1986, the Commonwealth has invested \$21 million in a program that connects Virginia industries to major rail lines. The Rail Industrial Access Program has helped attract \$4 billion in investments from private industry and has created almost 20,000 jobs.

In northern Virginia, the attraction of public transportation is undeniable. Between 1980 and 1990, 40% of the region's retail and office space was built within walking distance of a Metro station.

Clearly, public transit works. And as we move into the future, it will have an even bigger job to do. The state's





Rail Transportation in the 21st Century



population is expected to grow by 20% to 30% from 2005 to 2025. In some areas, population density will increase 60%. Further, by 2020, 40% of Virginians will be senior citizens, and many of them may no longer drive.

We can't meet these challenges with more roads alone. We must make the roads we have more efficient. That's where public transit comes in.

At the Virginia Department of Rail and Public Transportation, an experienced team of technical experts, managers, engineers and planners is working on the answers right now. If past performance is any indication, the team's forward-thinking solutions will improve the mobility, independence and quality of life of all Virginians.

That's how smart rail and public transportation can be.

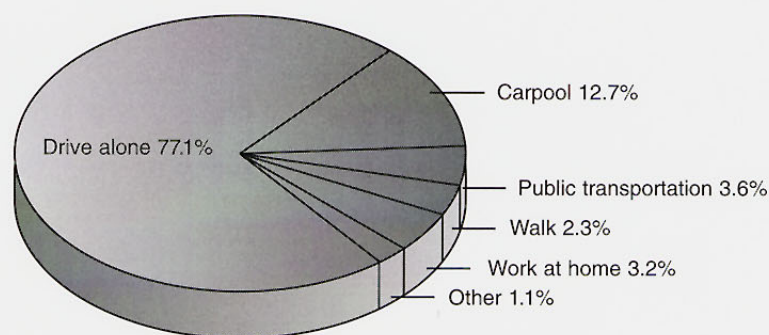
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It's cool in the pool.

"When I moved farther away from work, I began to look at the big picture. Vanpooling offers me an economical way to get to work, it's good for the environment, and it helps my colleagues with their transportation needs. It opens the doors for a lot of people." – Darryl Stanton, vanpool driver

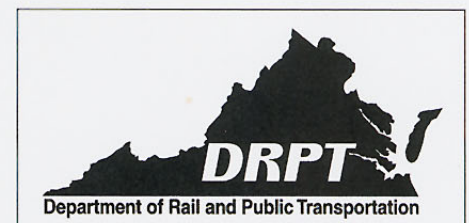
How Virginians get to work.



The DRPT connection:

Arlington County Commuter Services.

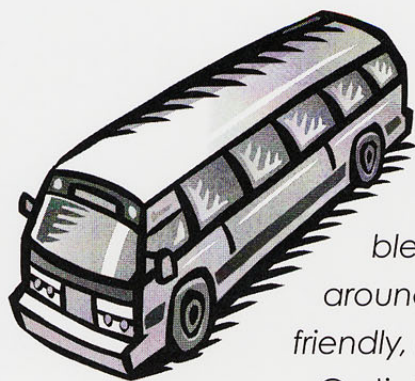
DRPT funding has helped build one of the nation's most innovative commuter assistance programs. Arlington County Commuter Services operates two nationally recognized Web sites, several commuter stores and even a Mobile Commuter Store where residents can get bus and train schedules, buy tickets and find ridesharing partners. Arlington Transportation Partners works with employers to develop commuter benefits plans that provide employees with commuting information and incentives. The program is relieving congestion, reducing demand for parking and improving the air quality in Arlington County and the entire region.



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Public transportation. A moving experience.

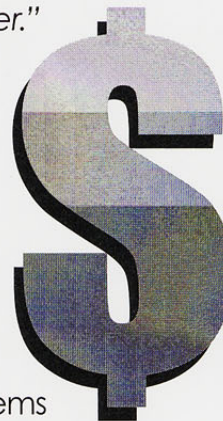
"I used to have to pay \$600 a month just in cab fare. OmniLink [the bus service in Prince William County] is the best thing that has ever happened to me – and my budget. It's wonderful. It saves me a lot of money."
– Margaret Daily, piano teacher



"It's [Farmville Area Bus Service] been a blessing for us. We rely on this service to get around the area, and because the drivers are so friendly, it makes things that much easier."
– Curtis Martin, Farmville. Both he and his wife are visually impaired.

Fast facts:

- ❖ 159 million bus and passenger rail trips in 2002
- ❖ 20% increase in trips since 1998
- ❖ More than 40 public transportation systems
- ❖ \$610 million invested in public transportation in 2003



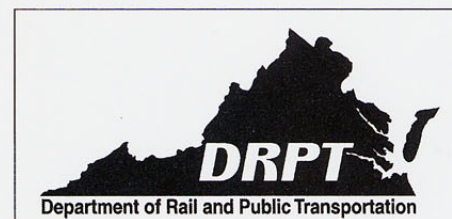
Federal funding
\$111.7 million
(18%)

State funding
\$165.5 million
(27%)

Local funding
\$333.3 million
(55%)

The DRPT connection: The Springfield Interchange.

Believe it or not, traffic congestion around the Springfield Interchange construction project would be much worse if not for a Transportation Demand Management program developed by DRPT and VDOT. We worked with area transportation providers to offer interchange users the commuting alternatives that best fit their needs. The goal was to remove 2,500 vehicles from the interchange during rush hour. Some 6,000 commuters opted to leave their vehicles at home.



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Rail transportation. The off-road alternative.

"Virginia's commitment to preservation of shortline railroads has helped us attract new business and jobs to the Piedmont region. More importantly, it has helped us keep what we have by providing a transportation alternative for heavy industry that is predominantly located off the mainline highways."

– Robert E. Bryant, President and Co-owner,
Buckingham Branch Railroad

Track facts:

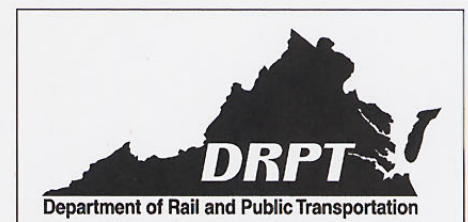
- ❖ 3,399 route miles of track
- ❖ Moves 30% of Virginia's freight
- ❖ Diverts 38,000 tractor-trailers from the roads each day



The DRPT connection:

The Rail Industrial Access Program.

DRPT's Rail Industrial Access Program attracts new or expanding industries to Virginia by funding rail links to their facilities. Over the last 15 years, the program has helped bring the Commonwealth 20,000 jobs and \$4 billion in capital investments.



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Works in progress.

Mobile Commuter Store. Two ultra-sleek, high-tech vans bring train tickets, bus tokens, commuter information and wireless Internet terminals to commuters at 24 different locations in northern Virginia and even appear at special events. They're brought to you by DRPT and Arlington County.

Dulles Corridor Rapid Transit Program. DRPT is working with Metro, transportation agencies and localities in Fairfax and Loudoun Counties to extend the Metrorail 23 miles along the Dulles Corridor. The first phase will connect Tysons Corner and Reston to the existing rail system. The projected ridership – 35,000 to 38,000 daily boardings – will equal the capacity of adding four new lanes to the Dulles Toll Road. Phase 2 will continue through Dulles International Airport and end in eastern Loudoun County.



Telework!VA. DRPT is making it possible for employees in northern Virginia to work from home instead of commuting to work. Telework!VA provides employers the financial incentives and training needed to set up home offices for their employees. It's helping manage congestion so well, we're bringing the idea to Hampton Roads.

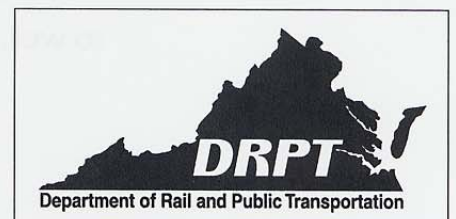
(more)



NuRide. This innovative ridesharing program helps commuters find carpool partners and gives them credits for carpooling that can be redeemed at local and national retailers. DRPT is funding its pilot program development.

Jamestown 2007. The 400th Anniversary will bring millions of visitors to the Jamestown settlement. A smooth, efficient public transit system will go a long way toward making them glad they came.

Richmond to Washington Higher Speed Rail Corridor. DRPT is funding much needed rail line improvements to bring higher speed rail from Richmond to Washington, DC.



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1313 East Main Street/Suite 300/Richmond, Virginia 23218-0590
www.drpt.virginia.gov